



EAA CHAPTER 932 at Galt Airport, "one zero charlie" visit us at: WWW.EAA932.ORG

AUGUST 2008

OUR FANTASTIC FLAPJACK FLY-IN

Sunday, July 13 was a nice day. A little breezy, perhaps and that and the high cost of fuel seemed to dampen enthusiasm. We had 30 or 40 aircraft fly in but most drove in, as usual. We served about 200 and added a few \$\$ to our program of EAA Air Academy scholarships for local kids. The Pom Poms had a successful plane/car wash and we gave a couple dozen Young Eagle flights.



Q: How many pilots does it take to flip a flap? A: Four, in the case of Spitzbart, Zuidema, Shubert and Quast



Mike Dean (L) and two members of Palmyra, WI Chapter 1177 man the Midwest Poker Run registration



Nice day!



Six Echo gets her back scratched...

NEXT (AUGUST 9) MEETING

If you've ever wondered what happened to many of the small airports that used to ring the Chicago area, **August 9** might provide the answers you're looking for. EEAer Nick Selig will pay us a visit and provide an illustrated review of airports that today only exist as memories. It will be a rare glimpse into a sadly forgotten past when airports all across the country regularly attracted fence hangers who came just to watch the airplanes takeoff and land. It's **Saturday, August 9th, coffee at 9:30 meeting at 10:00 am.** - JR

(For info on hundreds of abandoned and little known airfields click: http://members.tripod.com/airfields_freeman/index.htm - Ed)

END OF SUMMER PICNIC

Another "don't miss" for August is on **Sunday, the 17th** when we'll have another End of Summer Picnic. The menu will include grilled chicken and roasted corn. The admission cost is a dish to pass. The place will be down by the lake – unless we've got wet, low clouds leaking all over the field; then we'll move it into the chapter building or the FBO. **Everyone's invited to show up around 11:00 am. We'll eat around 1:00 pm** and have the camp grounds back to their natural look shortly after 3:00 pm. Bring your family and fishing poles if your kids like to fish. It's just a time to kick back, enjoy life and good food, and celebrate another summer of good flying. An email to planejohn@aol.com will help me keep track of how much chicken and corn we need to cook. - JR

LIGHT SPORT, THE FINAL CHAPTER.

By Bill Laskey

As you may know from previous articles (see *Galt Traffic* May, June and September 2006 – Ed) I have been flying in the Light Sport Category with a Flight Design CT. However, due to several AD's an annual coming due plus a really lousy winter, I had only flown a few hours during 2007. Additionally, I was not really happy with the airplane and when the opportunity opened to fly, I was looking for excuses not to fly. Thinking my flying days were perhaps over, I decided to put the plane up for sale. Talking to a Flight instructor friend, he mentioned that he had always enjoyed flying Champs and perhaps if I could find a modified Champ with an 85 hp engine and electric start, I might enjoy flying again.

Now if you have been in the market for a used airplane you know that there are many pitfalls. Dealers can be risky; private party ads can be misleading with glowing descriptions only to be disappointed when viewing the aircraft. Additionally, there are just not too many Champs fitting the above description. So knowing that American Champion was making new Champs certified for the LSA category, I began looking in that direction. Since American

Champion is only a short distance from my town, I thought that should be the first place to look. Well, they make them but apparently once built, they are snapped up by dealers or other interested parties. Browsing through the various online advertisements, I found three Champs at one Texas dealer and another at a California dealer. In talking to these dealers, I found the Texas situation to be a much better deal even though higher priced. The Texas dealer's aircraft had a good array of equipment plus an offer of seven hours of free dual and possible ferrying to my airport for just the cost of the fuel.

I decided to purchase a beautiful red Champ which had appeared on the cover of Trade-A-Plane and also decided to go to Texas for the dual instruction with the possibility of flying the plane back home myself. So I flew to Dallas and then to Denton via rental car to begin the dual instruction (five hours as well as a BFR required by the insurance co.)



This picture appeared in the Dec 2007 issue of Trade-A-Plane

The wx was not too good for flying so we began the BFR requirement with Charlie, a crusty old CFII with 25,000 hours in all kinds of flying including helicopters. Charlie seemed much more interested in impressing me with all his accomplishments than giving me a whole lot of help. When we finally got to fly again even though I'm flying in an unfamiliar plane in unfamiliar territory, he had me doing things which made it harder for me. I guess he is just from that school of teaching, but I didn't appreciate it. At any rate I did get the sign off for the dual and the BFR so my insurance company can rest easy.

I decided not to try to fly the plane home; an eight or so hour trip with iffy wx did not seem like the thing to do so I had the plane ferried to my home base. It arrived just a day after I got home and I have been having a great amount of fun flying it ever since. It is even more beautiful than the pictures show; is a dream to fly and I'm quite sure I am going to be very happy flying it for the rest of whatever flying time I have left.



The panel is simple but it does have the welcome and useful Garmin 496

The Light Sport plane sales situation has become overcrowded with many manufacturers looking to cash in on this new category. I look for that to change with many manufacturers dropping out. Initially, the purpose of the category, bringing new pilots into aviation, is not being met. The planes are mostly being purchased by old guys like me who got tired of fighting the FAA each year for a medical renewal. The problem seems to lie with the fact that the planes that qualify and are being manufactured for light sport are still quite expensive. I don't think the current state of the economy plus the high cost of avgas is going to help that situation. Nevertheless I and many others are certainly grateful for the opportunity to continue flying, even with the LSA restrictions.

2008 CHAPTER CALENDAR

Check www.eaa932.org for latest updates

♣♥♦♦ LINK TO POKER RUN INFO

<http://web.mac.com/chapter60/poker/Home.html>

AUG 9 - 10 - ~~FLYERS & TIRES~~ - cancelled

AUG 9 - CHICKS ROCK! Concert www.galtfestivals.com

AUG 9 - MEETING 10 AM

AUG 17 - END OF SUMMER PICNIC - GALT (see p. 1)

AUG 17 - ♣♥♦♦ Poker Run - Brookfield (02C)

AUG 24 - ♣♥♦♦ Poker Run - Cottage Grove (Madison) (87Y)

SEP 7 - ♣♥♦♦ Poker Run Dubuque (DBQ)

SEP 13 - MEETING 10 AM; YOUNG EAGLES 11 - 3 PM

SEP 13 - ♣♥♦♦ Poker Run - Oshkosh (OSH)

OCT 4 - ♣♥♦♦ Poker Run - Richland Center (93C)

OCT 11 - MEETING 10 AM; CHILIFEST 5:30 - ??

OCT 12 - ♣♥♦♦ Poker Run - Palmyra (88C) **GAME DAY**

NOV 8 - MEETING 10 AM

DEC 13 - MEETING 10 AM

PILOT ALERTS - EVENTS - FLY-INS

GO TO:

AOPA: www.aopa.org

EAA: www.eaa.org

FAA: www.faa.gov

EAA 932: www.eaa932.org

IL DOT: www.dot.state.il.us/aero/index.html

WI DOT: www.dot.state.wi.us/travel/air/general.htm

GALT AIRPORT EVENTS: www.galtfestivals.com

2008

EAA 932 Meetings 2nd Saturdays @ 10 AM

**Young Eagles Jun 14, Jul 13, Sep 13 or by appt.
any time. Contact anyone in box below.**

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